CONSERVING FUEL RESOURCES

WORK OF GEOLOGICAL SURVEY IN CHECKING THE WASTE.

It Has Discovered That the Gas Engine Has Opened the Way for the Use of fillions of Tons of Low Grade Fuel, Much of Which Has Been Thrown Away

WASHINGTON, May 31.—The startling facts recently detailed at the White House conference with the Governors of the States concerning the tremendous waste in the use of the natural resources of the country and the dire predictions of their early exhaustion have not only been realized for a number of years by the Government experts but a systematic effort has been going on to stop these drains on the future prosperity of the country.

The United States Geological Survey

has been an important factor in this movement for many years, and while its work has been to a certain extent altruistic in that the immense benefits will come to the generations of the future, it has already saved millions of dollars worth of resource for the people of to-day. The survey's geologic and topographic work has resulted in an inventory of the natural resources, a stocktaking such as a prudent manufacturer takes once a year. This has disclosed the waste that has been going on and led directly to the conference o the Governors. The study and classification of the coal deposits of the United States and especially those on the public domain, have established the value of these coals and have prevented the thoughtless disposal of the 50,000,000 acres of Government coal lands. The values of the minera deposits on Government land have been approximated to such an extent that it will now be impossible to dispose of them with-

out getting a fair return.
While there have been many immediate benefits from the topographic work and a study of the water resources of the country, their value to the people will be manifold greater in the near future. Without an accurate topographic survey of the land and water, the contemplated improvement of the waterways, the drainage of swamps and the great irrigation projects would be impossible. The work already done along these lines will push these big improvements forward several years and result in the saving of much money. In its endeavors to check the great waste

In its endeavors to check the great waste of the natural resources, the survey a few years ago extended its field by taking up the subject of the utilization of the fuels of the country, and so fruitful have been these investigations that there is every promise of a saving of millions of dollars within a short period. These investigations appeal directly to the manufacturer, for the business man and the consumer, for

tions appeal directly to the manufacturer, the business man and the consumer, for they show him how to realize immediate economies he never dreamed of before. Authorized to test the fuels owned by or for the use of the Government itself, the survey has made a number of discoveries of the greatest importance to the entire people. At the Government's fuel testing plant it has been shown that the gas engine is capable of generating from two and a half to three times as much power using a given amount of coal as can be obtained from a steam engine. This means, it is declared, that a 600 horse-power gas engine will save \$5,000 a year in its coal over the same power steam engine and that the saving on a 6,000 horse-power gas engine ought to amount to \$72,000 a

The gas engine has also opened the way for the use of millions of tons of low grade fuel, much of which has heretofore been fuel, much of which has heretofore been thrown away as useless. The tests have shown that coals practically valueless under steam boilers because of their high percentages of impurities have generated sufficient power in the gas engine to render them of high commercial value. Coals as high in ash as 45 per cent, have been used

In the last as a sper cent. have been used successfully in the gas engine.

In the West, where the supply of high grade coal is inadequate, the low grade lignites (the poorest form of coal) of North Dakota developed as much power when converted into producer gas as did the best West Virginia bituminous coals when

used under the boiler of a steam engine.

To the West this discovery of the Government scientists is of the utmost importance.

It makes possible the introduction of cheap It makes possible the introduction of cheap power and therefore the establishment of an industrial empire of immense proportions. There are many million acres of lignites in the West, an almost inexhaustible supply of fuel that has so far been practically useless, the people being compelled to send a great distance for their coal and pay big freight charges on what they did use. In the average steam engine to-day but per cent. of the coal energy is transformed into work. In the gas engine this percentage of efficiency is 12½ per cent. The coal used in generating power in the United States last year amounted to about 300,000,000 tons. With the universal use of the gas engine it is estimated that at least 100,000,000 tons of this coal could be saved.

In testing the efficiency of coals under the boiler of a steam engine the survey engineers suggest still another way to

engineers suggest still another way to save the fuel. Recent experiments, indicate that boilers ought to perform two or three times the work they do now. In or three times the work they do now. In New York city a certain large corporation has almost doubled the capacity of its power plant by placing furnaces in the rear of its boilers as well as the front. This was done at a saving of several hundred thousand dollars, as it would have been necessary to purchase additional land held at a high figure to carry on the work.

The tests of different coals under the steam boiler at the Government plant have also shown the possibility of increas-

have also shown the possibility of increas-ing the general efficiency of hand fired boil-

ing the general efficiency of hand fired boilers 10 to 15 per cent. over ordinary commercial results

The survey is also engaged in a general analysis of the coals of the country. These analyses have resulted in the Government ourchasing coal on definite specifications based upon its heating value. Under this system a better grade of coal and coal letter adapted to the types of furnaces in the tovernment buildings has been obtained without any increase in cost, which in itself is a saving to the Government. These investigations, by suggesting changes in equipment and methods, are also indicating the practicability of the Government's purchasing cheaper fuels such as bituminous coal and the smaller sizes of anthractic instead of the more expensive ment's purchasing cheaper fuels such as bituminous coal and the smaller sizes of anthractic instead of the more expensive sizes. With new boilers in the heating plant of the State, War and Navy Building in Washington \$15,000 is now being saved each year in the coal bill for this bilding alone. Many power plants renow buying fuel on spec fications and have obtained increased efficiency as a result of the Government's investigations. These tests of the coal will aid manufacturers, wherever situated, to save money in the purchase of coal, for they will enable them to learn where they can buy coal that is best suited to their purpose.

The Government has found still another way of conserving the fuel resources in the briquetting of coal. The investigations show that in the near future the great quantities of waste coal seen about every mine and the low grade coal that is now being left in the mines will be utilized in the generating of power and for locomotive power and domestic heating. Successful tests of briquets were recently made on two railroads. The briquets, which were made from the slack of high grade bituminous coal, showed an economy of 20 per cent, over the same lump coal, not taking into consideration the cost of making the briquets.

a briquets. At the Government fuel testing plant At the Government fuel testing plant at Denver, Col., investigations into the washing and coking of coal have been carried on for a year with much success. In the washery plant it has been shown that coals were greatly improved by washing at the nominal cost of from three to ten cents a ton. In recent experiments the experts have succeeded in making coke out of several coals that have been regarded as non-coking. Of thirty-seven samples tested from the Rocky Mountain region all but three produced good coke, though a number of these were considered non-coking coals. When the metallurgical interests of the West are noted the importance of these investigations will be realized.

SPECULATIVE ACCOUNTS.

"You cannot do business and prop-erly guard a speculative account in stocks or even bonds. To do se you must watch the ticker and not depend on the prices of your securities in the next morning's papers. You must be able to buy or sell at a moment's notice. * * Either give up your business or leave the trader's market alone. If you don't it will 'get' you sooner or later."—The World's Work, June.

How different from guaranteed mortgages! When you invest your money in them there is nothing for you to do except to receive your interest. The income at present is better than that from ordinary stocks

TITLE GUARANTEE AND TRUST CO

Capital and Surplus, - \$12,000,000 176 B'way, N. Y. 175 Remsen St., Bklyn. 350 Fulton St., Jamaica.

THEN AND NOW IN KINGSTON

EARLY RECORD OF CONSECRATED USE OF TAINTED MONEY.

How the Dutch Church Hatched Baptists A Fighting Dominie of the Catskills -Why There Are Some "Warped and Defective Virtues"-Historical Sermon.

KINGSTON, N. Y., May 31.-After listening to former Governor Hill yesterday afternoon and to Major-Gen. O. O. Howard last evening Kingston in its enthusiasm over the regaining of the body of Gov. Clinton and over the celebration of its own 250th anniversary turned out this evening to hear the pastor of the First Dutch Church, the Rev. Dr. Van Slyke, discourse upon the ecclesiastical history of the community and the church's influence on the commo

"That glamour of interest which invests whatever is ancient or venerable," said Dr. Van Slyke, "may certainly concentrate its fairest colors on this church, through the mystic aisles of whose far stretching history one may move far back from the heart of our twentieth century present till he finds himself standing among those who long ago responded to the call of the same churchgoing bell which still salutes us.

"It is hardly realized by those now living that this church for above a century had a monopoly of the religious supervision and nurture of this entire region. Like a setting hen under which ducks' eggs have been slyly placed, and whose progeny have taken to the water, this church has hatched out Baptists. Her incubation has also brought forth Methodists, Presbyterians and Episcopalians.

"We represent in our tissue an amalgam of various Old World nations. There is no Spanish or Italian or Scandinavian or Slavic strain in our blood, and of German, which was a subsequent invasion, only a minor trace. We embody the steady and plodding seriousness of the Dutch, the Gallic ardor of the Huguenots and the vigorous common sense and sagacity of the English."

Dr. Van Siyke said that the first settlers did not indeed come with any announcement of religious animus, but came distinctly to trade in pelts, only the beauty of the country forced them to remain and build "I cannot describe them as saints. he said; "they were by no means free from the blemishes and infirmities of human nature. Not even the Dutch Church has distilled the taint of the fallen Adam out of their veins.

becomes eloquent in connection with the statement by a modern searcher of county records that in 150 years of Ulster county's history he found records of 10,000 cases of "wild matrimony," as the Dutch termed it, which was committed largely owing to the inability of the single church to put itself conveniently near to all the people so that regular churchly marriages might be celebrated.

Dr. Van Slyke did not thunder against

Dr. Van Slyke did not thunder against his parishioners in his sermon'to-day either for their own sins or their fathers', but he did not feel like letting even this his-torical occasion pass without a suggestion of their shortcomings. "So while I refrain from pressing too heavily upon our Dutch fathers the stigma of depravity," he said, "I must still leave some lingering traces of original sin in our ancestors, if for no other reason, to account under the law of heredity of their descendants.

After this gentle poke in the ribs Dr. Van Slyke returned to the historical functions of the church in the community. Alluding to its sources of revenue he said that as against offenders against public morals the church dictated to the courts fines, one-half of which went to charity and the other half to the maintenance of the church. "It is suggestive," he said, "that it often amounted to considerable sums. This is the first instance I find in American history of a con-secrated use of 'tainted money.'" Dr. Van Slyke paid a tribute to the great

Dominie Doll as a constructor of resolute soldiers for Washington out of a hesitating

soldiers for Washington out of a hesitating people and pictured the dominie as saying to his people:

"Speak of peace and quiet at this moment when King George and his bulldogs are at our gates! Do you not hear them bark now, and their teeth of iron which have crunched the skulls of men, women and children do you not see them garding wide that dren—do you not see them gaping wide that our flesh may be torn? "And what do we see but strong men

"And what do we see but strong men of God, covered with the panoply of heaven, whimpering and crying for an ignominious peace! Nay! My voice is now for war. I despise all whining when we should be fighting, with the sword bathed in heaven where it can only obtain the temper fit for slaying the foes of liberty and religion. I urge you to the privilege of defending your hearthstones. To your tents, O Israel!"

CAUSE OF EMERSON'S SUICIDE Unrequited Love for a Beautiful Young

French-Canadian Woman. UTICA, May 31.—It developed to-day that Frederick W. Emerson, the wealthy Bostonian and classmate of President Roose velt at Harvard, who shot himself in his beautiful summer home at Tupper Lake, in the Adirondacks, a few days ago committed suicide because of his unrequited love for a beautiful young woman.

Mr. Emerson, who was something of recluse, never took part in the social functions of the locality and was looked upon as a confirmed bachelor by his neighbors and the summer population that flocked to the shores of big Tupper Lake every season It is now known, howe er, that the last few years of his life were given up to a consuming passion for an Adirondack girl of the French-Canadian race and that the tragedy which took place on the shore of the beautiful mountain lake was the cultivation of the partiage to a Canadian

tragedy which took place on the shore of the beautiful mountain lake was the culmination of her marriage to a Canadian physician and the realization that she was lost to him forever.

From the hour of her marriage Emerson was a changed man and frequently said to intimate friends that life would be forever intolerable to him. The grief stricken man was placed by his relatives in a sanitarium in Providence, R. I., until he should recover. Escaping from the institution he hurried to Tupper Lake, and within sight of the lake and mountain he had looked upon for so many years he shot himself through the body and died with the name of the woman he had loved upon his lips.

Calla, who recently charged that her husband had murdered her brother, has caused surprise in Fitchburg, his home. Dennett is prominent in business, has made a fortune in reality and is treasurer of the Fitchburg Granite Company.

The allegation is that Dennett agreed to finance Glacia on her opera tour and took a mortgage on her home in Newinton. This he disposed of, giving the woman \$1,000. It is further alleged he took a second mortgage on the property for \$2,000 and that he has a valuable necklace given into his charge by Glacia, Dennett was arrested on a capias. By agreement of counsel he was released on his promise to return the second mortgage.

IRISH CARDINAL'S BUSY DAY

LAYS CORNERSTONES OF CHURCH AND A PAROCHIAL SCHOOL.

Visits Also the Catholic Protectory and Deaf Mute Institute-Mgr. Moeney at One Ceremony Defends the Church School as a Safeguard of Catholicism

Cardinal Logue had a busy day of it yeserday. He laid two cornerstones and visted the Catholic Protectory and a deaf mute school, all of them in the northern fringe of the city, beskles marching a mile

The first task for him yesterday was the laying of the cornerstone of the new church of St. Athanesius, at Tiffany avenue and the Southern Boulevard, The Bronx. This congregation has been worshipping in the monastery at Hunts Point, of which John D. Crimmins, who has helped largely with the new church, has been a heavy factor. The Cardinal reached The Bronx in an automobile at 12:30, and a luncheon was served in a vacant house near the site of St. Athanasius's. After luncheon the Cardinal and his party, headed by the parochial band and accompanied by a lodge of Knights of Columbus and the societies and sodalities of the church marched the three blocks to the site of the new church. When the stone had been laid in place, with the customary prayers, the Cardinal walked around the foundations sprinkling holy water all about, and conse crated the church with prayers at a tem porary altar which had been built where the permanent altar will later be.

From the church the machines took the party to the Catholic Protectory on West Farms road. Here the 2,000 boys of the senior school and the 500 juniors and the 400 girls were all lined up along the path, and the Cardinal walked between their lines. The protectory band, which had been playing on the lawn meanwhile, took lead on the mile march from the protectory to the church of St. Raymond, at West Farms road and Castle Hill avenue where a new parochial school is about to be built.

St. Raymond's parish is one of the oldes in the city, dating back to 1750. It had s parochial school in temporary quarters until about 1888, when it was given up for ack of funds. Since that date a new church has been built and the foundations laid

has been built and the foundations laid for a three story school building. Mgr. Edward McKenha, the pastor of the church, acted as master of ceremonies. Cardinal Logue read the prayer for the blessing of the cornerstone, and then, as at the earlier ceremony, walked around the foundations. The address was delivered by Mgr. Mooney, vicar-general of the dio-

After mentioning a remark of the Cardinal's about the danger of his being killed by kindness Mgr. Mooney said that Cardinal Logue's strenuous activity of yester-day could "scarcely be bettered by the strenuous man in Washington." The speaker strenuous man in Washington." The speaker went on to some length in defending the course of his Church in regard to parochial schools. "There are those," he said, "who say that education should be divorced from sectarianism and even from religion; or who say that the child's religious training should be along the lines of 'our common Christianity.' 'Leave the child to us,' they say, 'to educate him for this world alone, and give him the right to make his own choice in matters of religion later.' To this the Church answers: 'I cannot be anything else than my Master made me—the last judge of what is right and what is not right in the consciences of mankind.'"

The final episode of the Cardinal's busy day was a visit to St. Joseph's Institute

day was a visit to St. Joseph's Institute for Deaf Mutes at Throggs Neck. Here he walked past the children much as at the Protectory and gave his blessing to the work of the school.

The Cardinal's party during the trip in The Cardina's party during tage trip in-cluded Mgr. Hayes, chancellor of the dio-cese; Mgr. Mooney, the Rev. Fathers Far-rell, Carr, Moore, McGinley, O'Gorman, Milo and Brady. Mgr. McKenna, pastor of St. Raymond's, has long been a friend of the Cardinal's, having been graduated from the same college, St. Macartan's, in County Monaghan, Ireland.

CROWD SEES BURGLAR WORK. Bets Offered That Police Wouldn't Get Him, but They Did.

A small crowd of late homegoers got interested in the work of a burglar who was busy packing up things in Antonio Pissar's tailor shop at 451 East Fifty-eighth street at 2 o'clock yesterday morning. The man, who had forced the door of the shop, took his time in selecting goods. The spectators saw him pack up in a

bundle ten coats, eleven pairs of trousers, bundle ten coats, eleven pairs of trousers, a woman's cloak, four waistcoats and an overcoat. One man in the crowd wanted to lay a bet that the burglar would get away before the police arrived. None of the spectators cared to tackle him.

One of the residents across the street telephoned to Police Headquarters. Policeman Lawlor was sent from the East Fifty-first street station. He took it on the run and there was a small crowd of Third avenue strollers running with him when he reached the tailor shop.

They met the burglar at the door on his way out.

"Holy smoke, what am I up against!" he said as he looked at the crowd and then he said as he looked at the crowd and then submitted to arrest.

He gave the name of Emanuel Koepp and said he lived at 352 East Eighty-first street. When arraigned before Magistrate Droege in the Yorkville police court on a charge of burglary he pleaded guilty and was held in \$2,000 bail for trial.

TWO CHILDREN DROWNED.

Father and Four Companions Rescued by Men From Prizefight Training Quarters. BRIDGEPORT, May 31.-Prizefighters and heir trainers at Capt. John Bond's training quarters on the west bank of the Housatonic River rescued five men of a party of seven persons whose pleasure boat was capsized in the storm which swept this river vesterday.

Gertrude and John Raucher, aged 5 and 7

years, were drowned. Their father, Joseph

years, were drowned. Their father, Joseph Raucher, the owner of the launch, and his brother. Fred Raucher; John Hinkleman, Fred Bolton and Philip Zanger, all of Shelton, were rescued with difficulty.

The rescuing party included Harry Lewis, Bert Keyes, Young Goldman, Tommy Carey and Sammy Smith, boxers, and Johnny Loftus, Jack Diamond and Bob Levy, trainers. They saw the boat capsize and went to the aid of the party in a launch. Mrs. Raucher and the wives of two other men in the party left the launch an hour before it was capsized. Mrs. Raucher wanted to take the children with her on a trolley car but the father insisted on keeping them with him.

ing them with him. ACCUSED BY GLACIA CALLA. Business Man Who Was to Finance an Opera

Tour for Her Arrested. WORCESTER, Mass., May 31 .- The arrest in Portsmouth of Edward E. Dennett on charge of embezzlement from Glacia Calla, who recently charged that her hus-

CLAIMS AGAINST BAILEY GROW. Agent of the Manufacturers Association Says They May Reach \$250,000.

Each day swells the indebtedness of the failed Export Shipping Company, whose president, Francis G. Bailey, is said to have freighted the one time Clyde liner Goldsboro with \$50,000 worth of his customers goods and an equal or greater amount of specie and sailed for Honduras. L. L. Haar, the consulting expert of the National Association of Manufacturers, which is backing the search for Bailey, estimates that he liabilities of the concern will fall not far short of \$250,000. Joseph Fried of Fried & Czaki counsel for Receiver Boise, said yesterday that on Friday there were 129 creditors of which the receiver knew and that this number has grown appreciably since then. Their bills, however, are all of small amounts. The largest sum that any one is out is \$3,500 The biggest local creditors of the Export Shipping Company are R. J. Bole of 170 Broadway, agent for the Keystone Driller Company, who loses about \$2,000, and I.

H. Ford of 108 Fulton street, representing the Star Drilling Machine Company, who is out some \$2,700.

Courtenay W. Bennett, the British Consul-General, said last night that he had received a cable despatch from the British Minister at Guatemala saying that the Goldsboro had returned from Ceiba, whither she was reported to have cleared from Goldsboro had returned from Celba, whither she was reported to have cleared from Puerto Cortez on May 23, back to her port of departure. The Goldsboro may be on a coast trading trip. She has a cargo varied enough to supply any demands the native trade may make.

Frederick M. Czaki, Mr. Fried's partner, went to Washington last night to present the matter personally to the State Department, it is understood.

A search for additional assets of either the Export Shipping Company or of Francis

A search for additional assets of either the Export Shipping Company or of Francis M. Bailey himself has proved quite futile, it was said yesterday.

The joint committee representing the receiver and the creditors will meet this morning in the rooms of the National Association of Manufacturers at 170 Broadway to take further action.

COUNTERFEITERS, POLICE THINK Green Goods Operators at Winnipeg May Be Members of a Formidable Gang.

WINNIPEG, May 81 .- When Wolf Cohen and Solomon Salamonowicz of Philadelphia came up for trial on Friday they will have to face a charge of counterfeiting in addition to that of attempting to obtain \$3,200 by selling "green goods." Witnesses have been located who say they saw partially completed American bills in possession of the men before they were arrested. The witnesses say the bills were of sufficient

skill to deceive the majority of people.

So far all efforts of the police to discover where the men were staying have failed, and they can get no trace of the counterfeites, but they have several clues which are being worked. They expect to seize dies and other couterfeiting material in a day or two iay or two.

For some time the police have been re-ceiving notes to the effect that a dangerous gang of counterfeiters was working in the east and south. A couple of weeks ago word was received that some of the gang were working toward Winnipeg, and from information received the police are confi-dent that the men under arrest are mem-

The fact that counterfeit money has been circulated here this spring causes this be-lief. Photos and Bertillon measurements of two men have been sent to the leading police headquarters.

STEAMER HARD HIT BY STORM. The Beeforth Loses Three Boats and \$4.000 Worth of Deck Load.

NORFOLK, Va., May 31 .- The British tramp steamer Beeforth, Capt. Osbon, from Pensacola May 20 for Rotterdam via Norfolk for bunker coal, was struck last Tuesday by the storm which rasped the Tuesday by the storm which rasped the Southern coast for three days. She arrived here to-day with only one of her three boats left and it smashed. Two seamen had bones broken by pieces of lumber of which her deck load is composed.

In the height of the storm some stanchions broke and it became necessary to throw overboard \$4.000 worth of deck cargo. She will repair her boats, coal and probably

overboard \$4,000 worth of deck cargo. She will repair her boats, coal and probably proceed in a couple of days.

The schooner Edgar W. Murdock, which sailed from Hampton Roads yesterday for the South, returned to-day with her foresail damaged.

TWO SHOT IN LOVE QUARREL. The Woman Dead, Having Shot Herself,

and the Man Seriously Wounded. WATERTOWN, N. Y., May 31.-As the result of a love quarrel Ortha Hotton, 23 years of age, is dead, and Zannie Laidlaw, 25 years old, is seriously wounded and may die. They lived at the Laidlaw homestead, near Oxbow, Jefferson county. Yesterday afternoon they were in the house alone while a farmhand was reading on the porch. A shot was fired and Laidlaw rushed down the stairs with a bullet wound in his breast. Laidlaw was taken wound in his breast. Laidiaw was taken to the nearest physician, two miles away, but before he went called to the girl not to shoot herself. As they drove away they heard the report of a pistol and later she was found with a bullet wound near her heart. A revolver in which were two empty

CAR HITS AUTO, KILLING WOMAN. Chauffeur Confused by Signals of Grade Crossing Watchman.

FALL RIVER, Mass., May 31.-An auto mobile owned by M. T. Merwin of Providence in which were Mr. Merwin, Mrs. Pauline Lindsay of Providence, another woman and the chauffeur was struck by one of the New Haven road's electric cars on a grade crossing in South Somerset

to-day.

Mrs. Lindsay received injuries from which she died a few hours afterward. The other occupants of the automobile escaped without serious hurts.

The chauffeur became confused at the signalling of the flagman at the crrossing and understood from the waving of the flag that it was safe to cross the tracks.

ASKED POLICE TO GET HIS WIFE,

But as She Didn't Want to Be Get the Police Did Nothing for James Graham. James Graham, who said that he lived

James Graham, who said that he lived at 34 Welling street, Richmond Hill, told the police of the Alexander avenue precinct yesterday morning that his wife was being held a prisoner in a house in The Bronx and asked them to aid him in her release.

Policeman John P. Maloney was sent to the house, which was a boarding house kept by a Mrs. Murphy at 236 Willis avenue. Maloney found Mrs. Graham at the house, but she told the policeman that she was there of her own will and declined to leave. As there was no order of arrest and Graham had no evidence that his wife was held against her will the police dropped the case

Baccalaureate at N. Y. U. About five hundred students and friends of the graduating class of New York University attended the baccalaureate service versity attended the baccalaureate service yesterday afternoon at University Heights, Music was rendered by the joint choirs of All Souls' Church, St. Michael's Church, Church of the Redeemer, St. James's Episcopal Church and the White Plains Congregational Church, under the direction of Samuel R. Phillippi, the organist and choirmaster of All Souls' Church. Dr. Robert Mackenzie, pastor of the Rutgers Riverside Presbyterian Church, made the address to the students.

Joy Line Steamer Larchmont Breaking Up NEWPORT, May 31 .- More evidence that the Joy Line steamer Larchmont, which was sunk in Long Island Sound on February of last year, is presking up came to hand to-day when the new of the fishing steamer Seven Brown, picked up one of the steamer's life rafts. This is the second raft picked up in a lew days.

AMONG THE AUTOMOBILISTS

AUTOMOBILE CLUB OF AMERICA ISSUES ANOTHER WARNING.

Public Safety Committee of Big Organization Asks Motorists Not to Flood Cylinders, Cut Out Mumers or Use Acetylene Lights on Ferries or in Cities.

Winthrop E. Scarritt, former president of the Automobile Club of America and chairman of its committee on public safety, has addressed the following warning to motorists: "In view of numerous complaints recently made the committee on public safety of the Automobile Club of America calls espe-cial attention to certain recommendations contained in their report sent broadcast a

contained in their report sent produces a year ago, as follows:

"'We urge upon motorists the wisdom of not using acetylene lights on ferries or in closely built up and well lighted portions of cities and towns; also not to cut out the muffler except in places where the noise of the exhaust cannot annoy or offend other users of the highway: also to avoid flooding

muffler except in places where the noise of the exhaust cannot annoy or offend other users of the highway; also to avoid flooding the engine with oil, thus creating offensive smoke and odor. Let us correct the evils within our own ranks rather than wait for outraged public sentiment to do so."

The propensity of new drivers to cut out the muffler and to use too much oil in the cylinders always has been a sore trial to the older and more thoughtful automobilists, who frown on this habit which seems to be an odd mixture of a wish to show off and ignorance of the proper way to lubricate cylinders. So many men driving their first automobile are possessed of a desire to emulate some famous race driver who pilots a car with open exhaust that they really are not happy for a long time unless they have the muffler cut out and the engine racing away as fast as it will turn over.

It is a blessing that this habit wears off as owners become more socustomed to their cars and begin to realize that while such tactics may be spectacular they are also expensive when gasolene and lubricating oil bills have to be paid. In fact one old time desier in this city says he can always tell when a new driver is coming up behind him on a country road, because the novice is practically certain to be making as much noise with his car as is possible, sometimes from lack of knowledge concerning the workings of his engine and in other instances to impress some friend with him just how much of a real daredevil driver he has become in a few short weeks.

The drivers of the various types of taxameter motor cabs are about the worst offenders so far as flooding cylinders with lubricating oil is concerned, and apparently no change for the better is to be made until some local ordinance is adopted on the plan of one in force in Paris, where offenders in this particular class are fined for filling the air with the evil smelling clouds of blue smoke. Experienced drivers rarely offend in this respect and the nuisance could be practically abolished if dr

The annual meeting of the New York Automobile Trade Association to-day is expected to be a well attended affair, as there have been rumors that an opposition ticket is to be put in the field. The members are to vote on a change in the number of the directors, it being proposed to change the number of board members from hipe to twelve. It is not expected there will be any opposition to this change. Frank Eveland of A. G. Spalding & Bros., who has been vice-president of the trade association for the last five years, has been prevailed on to become a candidate for the presidency. It is thought he would make an ideal executive officer of the organization of dealers, accessory men and garage keepers. The officers are elected by the board of directors.

Word was received here yesterday from Cincinnati that Walter C. White is on the high road to recovery from the injuries he received at the hill climbing contest in that city on May 23. His broken leg seems to be healing without any complications setting in, while the numerous cuts and bruises he got were all of a minor character and have caused him hardly any pain. When the accident occurred Mr. White was wearing heavy leather leggings, and it is thought the leggings were responsible for the bones breaking off cleanly and not being forced out of place. It is expected that he will be out again in a comparatively short time, as his rugged constitution and general good health will help his rapid recovery.

and general good health will help his rapid recovery.

A contributing cause of the accident was that Mr. White had a wrong impression as to where the finishing line was to be located. The accident happened the first time he went up the hill on the day of the contest, when following his usual custom he was driving the slower of the two cars he had entered for the contest. Going up the hill at fast rate, he saw the finish line was not where he expected it to be and, more serious still, the spectators were banked in an entirely different place from where be expected to see them. He shut off the power and managed to cross the line all right, but the turn immediately beyond was too much for him. His car skidded, the hind wheel struck the curb, the tire came off and he was thrown from the seat.

A. R. Pardington, second vice-president and general manager of the Long Island Motor Parkway, Inc., has sent out cards announcing that William K. Vanderblit, Jr., president of the Parkway company, will begin the work of construction on the afternoon of June 8 at 8:30 o'clock on the "Barnes Tract," Jerusalem road, Central Park, Long Island. Mr. Pardington invites motorists and the public to cooperate in making this event a red letter day for motorists. He also furnishes the following automobile routes to Central Park, provided drivers follow the usual routes to Hillside avenue, Jamaica, from New York or Brooklyn:

Route One—Hillside avenue, Jericho turnpike to

Jamaica, from New York or Brooklyn:
Route One—Hillside avenue, Jericho turnpike to Hicksville, turn right, or south, on Massapequa road to Central avenue, turn east, or left, to Jerusalem road, one-half mile to location.
Route Two—Fulton street to Queens; turn off on Queens-Hempstead turnpike, through Hempstead and via Bethpage turnpike to Jerusalem road, turn north, or left, to location which is across the raliroad tracks.

Route Three—From Jamaica take Merrick road to Massapequa, at the small hotel—Ventres—turn north, or left, to Bethpage turnpike, turn east, or right, to Jerusalem road and to location.

to Massapequa, at the small hotel—Ventres—turn north, or left, to Hethpage turapike, turn east, or right, to Jerusalem road and to location.

The train schedule to reach the location by the Long island Railroad is as follows, by the main line of the road: Leave East Thirty-fourth street at 1:50 P. M., leave Flatbush avenue at 2:03 P. M., arrive at Central Park at 3:02 P. M. Returning, leave Central Park at 4:31 P. M.

Entries for the kilometre, mile and two mile time trials at Jamaica on June 5 are coming in fast at the office of Fred J. Wagner, assistant secretary for the meet. In addition to the entry of the Isotta-Fraschini, Fiat and Fiat Cyclone and Thomas cars which have been announced there will be the 120 horse-power Hotchkiss to be driven by George Robertson, and the 120 horse-power Wolseley which Harry Scheffts will drive, both entered by Harry Levey, and the 115 horse-power B. L. M., to be driven by the entrant, R. W. Buckley, Jr., Thomas Williams or Jamas Toomey. In the six cylinder class W. W. Bourke has entered a Mora and J. P. Disbrow a Ford: In the class for cars of the Briarcliff trophy type, George West, Jr., of Baliston Spa, N. Y., has entered the Isotta-Fraschini which Hugh N. Harding drove in the big race in Westchester county, and an Allen-Ringston also has been named. A. Corbin has been entered for all three distances in the class for cars selling from \$2,001 to \$3,000. The work of oiling and rolling. Hillside avenue was begun Tuesday last and the course is now in good condition.

Harry Levey of this city, who entered his big Hotchkins racer which Eliott F. Shepard drove in the last Vanderbilt cup race in 1906, declares he is not in the least worried over the fast machines against which his racer, with George Robertson at the wheel, will have to compete.

with George Robertson at the wheel, will have to compete.

Montclair, N. J. May 31.—Over 140 automobiles are entered for the automobile carnival which is to be held here on June 13. Five of the handsomest residences in the town are to be decorated to represent the cities of Pekin, Madrid, Yokohama, Berlin and Constantinople, and these will constitute stations where the automobiles in making a "tour of the world" will stop for the entertainment of their passengers. The "Grand Central Station" will be the First Congregational Church. It is expected now that about 160 automobiles will be in service at the carnival. Over 8,000 passengers are expected to be carried during the day. The carnival is for the benefit of several Montclair institutions.

Naval Academy Captains. ANNAPOLIS, Md., May 81 .- Frank T. Leigh-

AMMAPOLIS, Md., May 31.—Frank T. Leighton of Tunkhannock, Pa., has been elected captain of the navy crew for 1909, and Percy W. Northcroft of Pawtuxet, R. I., captain of the field and track team. Northcroft is also captain of the football team, and the honor of leading two athletic teams is seldom bestowed at the academy Leighton also plays on the football team. He rows No. 5 in the crew.

house was destroyed by fire on March 2, has completed arrangements for a new clubhouse, which will be located on the Shore road, Edgewater, N. J. Work has progressed rapidly on the new house the last three weeks, and the members argent to be fully settled in it by July 1. The Fort Washington Cance Club, whose

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MACKAY WINS AT VAILSBURG. Newark Cyclist Gets a Motorcycle—Bedell Takes Paced Race.

Mackay rode his first race of the season yesterday at the Vailsburg cycle track in Newark and won a motorcycle, which was the first prize for the two mile amateur handicap. Mackay's performance was watched by about 7,000 spectators. Mackay rode from the 50 yard mark along with Oscar Goerke, Cameron and Hill of Boston being the scratch men. Three riders fell just before the last lap began but were not injured. John Bedell won the invitation race for professionals, in which the riders were paced by regular motorcylcles of the touring varopponents in the final heat. Kramer lost chain broke at 21/2 miles and Logan was no fast enough to bother Bedell, who won by half a lap. Joe Fogler did such a finished job of pacing for Kramer in the half mi handicap that he had to backpedal not win the race himself. Bardgett won the professional consolation race about as he pleased.

pleased.

George G, Cameron jumped through along the pole in the last half of the final lap of the half mile open amateur event and got into trouble. He passed Goerke without any mishap, but when he tried to get by William Vanden Dries they collided and Vanden Dries fell to the track. Cameron finished alone, with Zanes six lengths behind. Referee Kelsey disqualified Cameron, which gave first place to Zanes. One-third Mile; Novice—Won by Clarence Car-men, Thirteenth Regiment, Brooklyn; Couriney Pler, Springfield, N. J., second; John Price, Yale C. C., third. Time, 42 8-5 seconds. Half Mile Open; Amateur—Won by James Zanes, N. T. V. W.; Oscar Goerke, National A. C., second; Fred Hill, Boston, third. Time, 1 minute 5 8-5

Freu Hill, bosson, sind a seconds.

Half Mile Handicap; Professional—Won by Frank L. Kramer, East Orange, scratch; Joe Fogler, Brooklyn, 15 yards, second; John Bedell, Lynbrook, scratch, third; Oliver M. Dorlon, Brooklyn, 46 yards, fourth. Time, 35 3-5 seconds.

One Mile Consolation, Professional—Won by Walter Hardgett, Buffalo; Floyd Krebs, Newark, second; E. F. Root, Boston, third. Time, 2 minutes 3-4.5 seconds. second; E. F. Root, Boston, third. Time, a minute 9 4-5 seconda.

Two Mile Handicap, Amateur—Won by David Mackay, Newark, 50 yards; Adam Beyerman, New York, 175 yards, second; John Brennan, N. T. V. W., 190 yards, third. Time, 4 minutes is seconds.

Five Mile Invitation, Paced by Indian Motor-cycles—Won by John Bedell, Lynbrook, paced by Charles Durville; P. F. Logan, Boston, paced by Charles Durville; P. F. Logan, Boston, paced by R. Schultz, second. Time, 8 minutes 38 2-8 seconds James F. Moran, Boston, paced by J. De Rosier, and Frank L. Kramer, East Orange, paced by John King, also ran.

Among the yachts fitting out at Tebo's are J. Harvey Ladew's steamer Columbia, J. N. Alex-inder's Sappho, Merrill B. Mill's steamer Cynthia and the Seneca.

race.

J. Rogers Maxwell's schooner Queen has be towed from Tebo's to an anchorage off Mr. Mawell's house at Glen Cove. It is said she will fitted out in time to take part in the cruise of t New York Yacht Club.

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